

"JUSTIFIABLE HOMICIDE."

VERDICT IN THE TAIPO ROAD SHOOTING AFFAIR.

The protracted inquiry into the incident on the Taiipo Road on March 3rd, when a mob of strikers was fired upon, concluded at the Magistracy, yesterday afternoon.

The Coroner (Mr. J. R. Wood) gave his summing-up and the jury returned a verdict of "justifiable homicide" and added a long and considered verdict on the circumstances of the case.

The Coroner began by expressing sympathy with all who suffered bereavement in this unfortunate incident. "Whatever might be the verdict, it would be a matter for regret that this page had found a place in the history of the Colony."

Continuing, the Coroner remarked that the responsibility for the acts which caused this death was accepted by Mr. King. In considering the alleged justification for the action it was no part of their duty to hunt for excuses for Mr. King—rather, they should scrutinise the grounds of justification advanced for him. Justification should only be accepted by them on grounds that were clear and valid. It was reasonably clear that, at the time of firing no attempt was being made by the police officers to secure the arrest of any persons in the crowd. What was done, was done to control the crowd and not to bring any person to justice. It was not claimed and it was not the law that the police could have fired on any person or number of persons merely to prevent them from crossing or attempting to cross into Chinese territory. Neither was it the law that any police officers who detained one of the persons could have lawfully fired on him if, after detention, he had tried to escape from custody. Firing under such circumstances taken by themselves, would clearly be a criminal act.

The Coroner did not agree with Mr. Shenton that Mr. King came within the definition which had been quoted as "the person in the neighbourhood who had reasonable grounds to apprehend a breach of the peace." It must be a person to whom the crowd came; not a person who was there to interfere with the crowd. The Coroner held that the assembly was a criminal conspiracy to break the law but (he asked) Had they the intention to accomplish their purpose by open force? On the jury's answer to that depended whether they conceded or denied to the police the legal right of using force. The answer seemed plain; the crowd had already forced one police picket and had, in fact, challenged the police to shoot.

Was the force actually employed under the circumstances reasonable and necessary? If the firing was reckless, the crime might amount to murder; if excessive force was used, the crime would be manslaughter. On this point, he could give the jury no special help; they must put themselves in Mr. King's place and consider what, in the circumstances, they themselves would have done, remembering Mr. King's legal rights and duties; the necessity for firmness without panic; and the natural reluctance to fire on citizens. If alternative courses suggested themselves, they must ask, was the course actually taken in fact reasonable in view of the circumstances.

The jury must not consider public order in other parts of the Colony or at other times. Mr. Shenton's remarks drawing attention to the general state of the Colony, in so far as they were made part of any justification of the use of fire arms on Taiipo Road on March 3rd, were mere rhetoric and wholly irrelevant. If Mr. King gave the order to fire because he felt that such a course would be useful in the state of public order throughout the Colony, his action was not reasonable. His duty was to restore order where he stood, with the least possible employment of the force at his disposal. In this connection, the Coroner remarked that Mr. King only had at his disposal men armed with heavy weapons only—a force effective by rifle and in no other way. The public authority which despatched a military force to perform a civil duty, of a kind that involve firing, undertook a grave responsibility.

In conclusion the Coroner summarised his remarks in the form of a number of questions which he put to the jury for their consideration.

After a long consultation in private the jury returned into Court and gave the following verdict:

We find that Tam Shui Pui died of the effects of a bullet fired at the instance of Deputy Superintendent King on the morning of the 3rd March, 1922; and, after most careful consideration of all the evidence that has been placed before us, our unanimous verdict is one of justifiable homicide.

We desire to have the following remarks placed on record:

1.—We consider that the crowd left the Po King Theatre with the intention of leaving the Colony, knowing that it was contrary to the law to do so, and that the disaster in question was brought entirely upon themselves by their obduracy in disregarding the repeated warnings conveyed to them in their own language by Deputy Superintendent King and the Inspectors and Sergeants of Police with him at the time, that they would not be permitted to continue their journey to the Frontier without first obtaining the necessary permits.

(Continued on foot of next column.)

THE BRITISH LEGION.

REPETITION OF THE ANNUAL MEETING.

The British Legion, aggrieved by the slabs of the anonymous letter-writer, held its annual meeting over again at the City Hall last night. The Committee, elected at a sparsely attended meeting during the strike, had resigned en bloc. This time there was a large attendance.

A vote of confidence in the President (Brig-General E. B. Macnaghten) was indicated by his being elected to the chair. "Someone then proposed that the decisions of the earlier meeting should be endorsed forthwith. Another member thought it would be better to have each name formally proposed and seconded. In the end the course was adopted of asking members to fill in ballot papers taking for names, according to their choice, from the full list of members of the Legion.

The result of the ballot was declared, after as follows:— President, Brig-General E. B. Macnaghten; Chairman, Mr. A. Murdoch; Vice-Chairman, Mr. H. C. Gray; Hon. Secretary, Mr. H. K. Holmes; Hon. Treasurer, Mr. W. J. Hawker; Hon. Auditors, Mr. H. Spicer and Mr. A. Piercy.

Committee.—Lieut. Conway, Hake, the Rev. C. Clouston-Porri, Mr. G. K. Hall, Brutton, Lieut. Col. L. G. Bird, Mr. T. W. Hill, Mr. M. J. Turner, Mr. H. W. Roberts, Mr. F. W. James and Mr. H. S. Burleigh.

In the course of the proceedings, the Chairman read a letter from the Captain Superintendent of Police stating that the Legion had been the first to offer services in the special constabulary during the strike and thanking them for the excellent example set and the good work done.

2.—We are further of the opinion that Deputy Superintendent King did everything in his power to disperse the crowd from the course upon which they had embarked by exhortation in the Chinese language; that he exercised all forbearance until such time as their riotous and threatening demeanour left him with no alternative but to give the military the order to fire and so ensure the bodily safety of himself and the military and police units at the moment at his immediate disposal. That this was seriously menaced was borne out by the evidence of Capt. Bloxham. There is no doubt in our minds that the success of the crowd in breaking through the police cordon at the Waterworks had rendered their attitude very defiant and any further concession to their will would have resulted later in bloodshed on a far heavier scale if the law was to be eventually upheld.

3.—Not only do we exonerate Mr. King from all blame in the matter, but we consider commendation is due to him and to the police and military immediately concerned for their conduct and patience under most trying circumstances; and for their personal courage.

4.—We consider that Mr. King's order to fire one round, and low, was the minimum amount of force that could be utilised to have the desired effect, and was actuated with the fullest regard to humanity. We deprecate any suggestion that Mr. King could have employed alternative methods to achieve the same result. It was most unfortunate that the motor buses, with the help of which Mr. King had planned to transport sufficient troops to a point where they would effectually overcome the crowd, should have broken down at the time of need; otherwise this regrettable incident might not have occurred. Further, in view of the previous handling of similar if smaller parties of Chinese it could not have been foreseen that such obstinacy would have been encountered.

5.—We would add that the testimony of the majority of the Chinese witnesses, who have been before us has been, in the main part, unsatisfactory, as well as highly contradictory.

6.—The condition of affairs in the Colony at the time was abnormal in the extreme. A general strike of practically all labour was in progress and the police were working at the highest possible pressure; and, as we feel, the criminal intimidation which brought about the strike was closely connected with the unfortunate incident with which we have to deal, we trust that the Government will take such immediate steps as are necessary to prevent any repetition of such chaos, and that the Chinese residents for their part will do all that lies in their power to assist them to this, and with suggestions and advice.

The commercial status of Hongkong is delicately balanced and any frequent recurrence of the trouble that has recently affected us will speedily recoil in the shape of financial disaster on the heads of the whole community, both foreign and Chinese, and employers and employees alike.

In conclusion we wish to associate ourselves with your Worship in expressing our sympathy with the bereaved. Mr. Shenton said Mr. King desired him to say that his action was dictated solely by the situation he had to deal with. No one regretted more keenly than he the suffering caused.

In thanking the jury for the great care and attention they had given to the case, the Coroner said he thought the verdict of justifiable homicide was the proper and only possible one.

The members of the jury were:—Mr. W. L. Young (foreman), Mr. A. H. Ferguson and Mr. F. G. Hall.

PRAYA MURDER TRIAL.

DEFENCE WILL PLEAD "MISTAKEN IDENTITY."

THE FIRST DAY'S HEARING.

Considerable interest was shown by the Chinese public in the trial, which opened yesterday at the Supreme Court, of Leung Wo, ship's cook, indicted for the murder of Leung Yuk Tong, a member of the firm of Jack A. Tai, stevedores, who was shot at mid-day on the Praya on February 24th, and is generally supposed to be a victim of revenge for actions connected with the Seamen's Strike.

The presiding Judge was the Chief Justice (Sir Wm. Rees Davies). The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) conducted the case for the Crown and Mr. E. C. Jenkin (instructed by Mr. G. K. Hall Brutton) defended.

The prisoner entered a plea of "not guilty," and a special jury "to ascertain whether he be guilty or not guilty" was empanelled forthwith. This consisted of Mr. H. W. Bird (who was chosen to act as foreman), Mr. A. S. Gubbay, Mr. W. B. Walker, Mr. W. Sinclair, Mr. H. S. Bennett, Mr. John Arnold and Mr. A. E. Crappell.

The Attorney-General prefaced his account of the shooting incident on the Praya and the chase through Statue Square, with the arrest, finally, of the prisoner, by mentioning that the deceased was connected with Messrs. Jack A. Tai, who were concerned, during the strike, in getting away three steamers belonging to the Ocean Steamship Co. The Attorney-General understood that the defence was that a mistake had been made in identity.

The whole day was occupied in calling the witnesses whose evidence, given in the Police Court, has been so recently reported, very fully. It was noticed, by the way, that learned counsel were making great use of the *Daily Press* report to supplement the Police Court depositions.

The principal witness, of course, was Capt. David Morgan, master of the s.s. *Kwunging*, who said that, walking along the Praya "in a brown study," he heard the crack of a shot and then saw a ricksha drop and its occupant fall out. A man who was within a few feet of the ricksha, and who had a wisp of smoke in front of him, ran away through Statue Square and up Wardley Street. Witness chased him and later saw him on the ground with a man standing over him.

In cross-examination, Mr. Jenkin elicited that, on the Praya, Capt. Morgan did not see the face of the man he chased. If this man had not run at once he would not have suspected him of firing the revolver.

Mr. Jenkin: I am going to establish out of the mouths of a number of Crown witnesses that there were a number of other Chinese running.

Mr. Jenkin asked Capt. Morgan what his brown study was about? Was he, like the rest of us, wrapped in contemplation of the temporary beauties which now adorned Statue Square?

Capt. Morgan: No, I believe I was wondering whether I had won any money in the sweeps.—(Laughter.)

Mr. Jenkin: Are you prepared to swear that you did not lose sight of this man on more than one occasion before he turned into Wardley Street?

Witness: You are cutting it too fine.

Mr. Jenkin: We do, in murder cases, as a rule.

Capt. Morgan admitted that it was possible he might have lost sight of the man when a pillar intervened, but, later, he said he did not believe he lost sight of him at all. It would have been possible for two men to have run ahead of him and the man he was chasing and for one of them to throw a revolver into the garden.

Mr. Jenkin suggested to witness that three or four Chinese were in the vicinity of the ricksha and rushed across into Wardley Street.

Capt. Morgan: I did not see anybody. It may have been so then—I did not see them and I am not defective in eyesight.

Witness was certain that there was nobody running on the pavement, unless they were behind him, but there might have been people running on the road.

During the examination of Mr. Pereira, who knocked down the running man, the Chief Justice told the witness: "I think your action does you credit, whether you struck the right man or not. You were right in assisting in the administration of order."

Mr. Jenkin questioned the witness as to what he would do if some one knocked him down without apparent excuse.

The witness replied that he would demand satisfaction from his assailant.

The Chief Justice elicited that the witness understood Chinese perfectly well and he was sure that the man he knocked down said nothing at all.

Good progress had been made with the examination of witnesses for the crown when the Court rose for the day at 4 p.m.

COMPANY MEETINGS.

HUMPHREYS ESTATE AND FINANCE CO. LTD.

An extraordinary general meeting of this Company was held at the Hongkong Hotel, yesterday morning, to confirm resolutions passed at an extraordinary general meeting on March 3rd. Mr. Henry Humphreys presided and there were also present the Hon. Mr. A. O. Lang, Mr. W. E. L. Shenton, Mr. W. L. Pattenden, Mr. J. M. Alves (Directors), Mr. G. Rapp (secretary) and Messrs. M. S. Northcote, J. D. Humphreys, W. Morley, and D. E. Clarke (shareholders).

The resolutions, which authorise an increase in the remuneration of the general managers from \$8,000 to \$10,000 per annum were approved on the proposition of the CHAIRMAN, seconded by Mr. M. S. Northcote.

HONGKONG AND WHAMPOA DOCK CO., LTD.

The ordinary general meeting of shareholders in this Company was held at the offices, yesterday, at noon. Mr. H. P. White (Chairman) presided and there were also present: the Hon. Sir Paul Chater, Sir Robert Ho Tung, Mr. D. G. M. Bernard, Mr. G. M. Dodwell and Mr. P. A. Cox (Directors); Mr. R. M. Dyer (Chief Manager); Mr. E. L. Hosie (secretary); the Hon. Mr. A. O. Lang, Messrs. G. P. Lamert, T. E. Pearce, W. Badger, H. Birkett, Lo Cheung Shiu, M. A. Razack, F. Ellis, Chau Siu Ki, Man Kook Ming, Kelly Sayce, N. V. A. Croucher, H. L. Young, E. Abraham, P. M. N. da Silva, A. R. Austin, and Dr. J. Donelan.

The CHAIRMAN said:—Gentlemen—It is with considerable pleasure that we come before you with such a favourable report for 1921, a year which has not been remarkable for any great commercial activity. Our shipbuilding output for that period was over 27,000 tons of 18,000 indicated horsepower, a figure which compares well with some of the largest shipyards at home and will convey to you some idea of the capacity of our establishments in normal times. In addition I think I can assure you that the various ships built, which have included oil tankers and passenger and cargo steamers have given every satisfaction to their owners.—(Applause.)

THE PROPOSED NEW DRY DOCK.

With reference to the remarks of my predecessor regarding our proposed large new dry dock, you will be interested to hear that we have commenced to level all the additional ground recently acquired at the back of our Kowloon premises. This work will take about three years, and, when completed, in addition to a site large enough for the dock, will give us space for a new iron and steel foundry, and additional European quarters. The actual construction of the dock has not yet been decided on, but will in due course have the consideration of your directors.

Other improvements in hand include the rebuilding of the machine shops at Cosmopolitan Dock and new steel caissons to replace the present wooden ones at our Nos. 2 and 3 docks at Kowloon.

You will notice that we have again provided liberally for depreciation. This is made up on basis of about 20 per cent. off additions during the year, 20 per cent. off floating plant, all the additions to plant, machinery and buildings at Cosmopolitan Dock and 10 per cent. off the remainder. The bonus to the staff, as in previous year, represents twenty per cent. of their annual salaries, which I trust you will consider the results of the year's working justifies.—(Applause.)

With regard to the future, as is well known to all of you, the present outlook for shipping and shipbuilding is not particularly bright, but with our well-equipped establishments, efficient staff, and small capital, I can only assure you that we are in a wonderfully strong position to compete for a fair share of whatever business there is to be obtained.—(Applause.)

With these few remarks I beg to propose the adoption of the report and accounts and after they have been seconded I shall be glad to answer to the best of my ability any questions that shareholders may desire to ask.

Mr. B. BARNES, in seconding said:—I consider it a great honour to have the privilege of seconding the very fine report now before this meeting. I feel sure you will agree with me that the accounts now before you are nothing less than marvellous, taking into consideration the condition of the shipping industry the world over during the past year.—(Applause.) Many shipbuilding yards at home have not only been unable to pay their way but they have had to close down. Thanks to our energetic Manager and his efficient staff we have been able to maintain our record dividend and bonus of last year and yet only pay out fifty per cent. of our profit. Regarding the bonus to the staff I am sure you will agree with me when I say that they have more than earned it.—(Applause.) With these few remarks I beg to second the report and accounts before you.

Mr. BARNES proposed and Mr. Lo Cheung Shiu seconded the re-election of Sir Paul Chater and Mr. H. P. White as directors.

This was agreed to.

The Hon. Mr. A. O. Lang moved that the appointments of Mr. D. G. M. Bernard and Mr. P. A. Cox to the Board of Directors, be confirmed.

This was seconded by Mr. SILVA and carried.

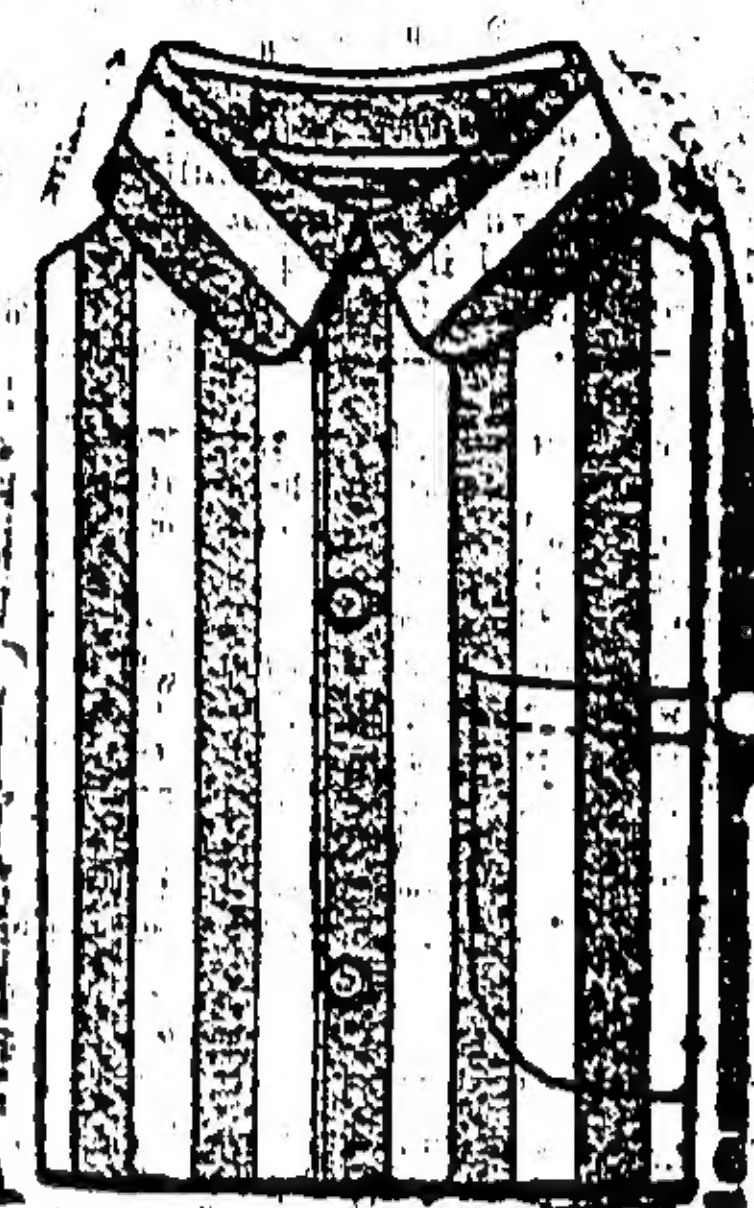
Mr. G. P. LAMBERT moved the re-election of the auditors, Mr. H. Percy Smith and Mr. A. R. Lowe, at a remuneration of \$1,500 each.

Mr. N. V. A. CROUCHER seconded and the resolution was carried.

SUMMER HOSIERY AT LANE, CRAWFORD'S

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No. 1939 Aertex Vests...	6.
" " " Drawers ...	6.
India Gauze Vests ...	2.25 2.75 3.25 3.75.
Feather Weight Egyptian Cotton Underwear in Various Colours ...	4.00 Suit
Wolsey Pure Wool Summer Weight Vests and Drawers ...	3.50 a Garment.
No. 933 Aertex Vests ...	5.
" " " Drawers ...	5.
" 931 " Vests ...	3.25.



Vivella Pyjamas, Smart Black Stripes ...	14.
Best Quality Aertex in Plain White ...	14.
Cotella Pyjamas Short Sleeves and Legs ...	8.
" " " Long " " ...	9.50.
Salt Coloured Silk Pyjamas ...	18.50.

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3535 (REMEMBER THE ROSE ROLL ON SILVER MOON)

3531 (STEALING WHY DONT YOU SMILE)

3532 (GRANNY SHE LOVES MESHE LOVES ME NOT)

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CABLES.

LATEST CABLES.
(THROUGH BUREAU'S AGENCY.)INDIAN RAILWAY STRIKE.
MEN RESUMING WORK AT MANY PLACES.

CALCUTTA, March 20th.
The railway strikers are resuming in satisfactory numbers at all stations above Jharkhand and Gaya, except at Mogulserai. The majority of the railwaymen have resumed at Allahabad but the locomotives are still striking at Cawnpore. Sixty per cent of the locomotives have resumed at Jharkhand. A certain amount of intimidation continues. A mob of strikers at Oudha assaulted the European staff.

Mr. Chowdhury, a labour member of the Bengal Legislature, has telegraphed to the Viceroy asserting that the strike is assuming a serious development as Bengal and Nagpur railwaymen and coal-miners are threatening sympathetic action. He points out that a settlement is possible if all the strikers are taken back pending modification of the gratuity rules.

BANQUE INDUSTRIELLE.

M. TARDIEU WANTS PRESIDENT BROUGHT IN.

PARIS, March 20th.
Mr. Tardieu, writing in the *Echo National*, contends that if M. Berthelot has been justly punished he must not remain the scapegoat. The writer seeks to bring in M. Briand who, he says, cloaked, over and over again in the Chamber, M. Berthelot's actions and also the President of the Republic. M. Tardieu adds: The whole Government brought about this affair, therefore the procedure of the whole Government must be investigated. This is all the more necessary as the majority of the ministers then in the Cabinet, are also ministers in the Cabinet to-day.

FOUR-POWER TREATY.
SENSATIONAL CHARGE IN THE SENATE.

WASHINGTON, March 20th.
The Senate was stirred by a charge made by Senator Robinson in the course of the debate that Sir Auckland Geddes, in a speech at Los Angeles, declared that imminent war in the Pacific was arrested by the Four-Power Treaty. Senator Robinson declared that if Sir Auckland Geddes was correct the United States should arm to the teeth rather than disarm. He challenged Senator Lodge to say if the statement was correct.

SIR PHILIP GIBBS'S VIEWS.

LONDON, March 20th.
Sir Philip Gibbs, interviewed on his return from America, offered the opinion that the people of the middle-west and western states were now taking greater interest in politics. The electorate desired its representatives to strengthen the Government's hands in carrying out the Four-Power Treaty.

SOUTH AFRICAN TROUBLE.
MARTIAL LAW NOW BEING RELAXED.

JOHANNESBURG, March 20th.
Martial law in the central area is relaxing. The Amalgamated Engineers is the only union which has not yet called off the strike. This is due to balloting difficulties which are expected to be overcome immediately.

MEMORIAL SERVICE IN HONOUR OF 'FALLEN'

A memorial service in honour of the fallen amongst those who answered the Government's call for assistance was held outside the Town Hall on Sunday. All the units engaged in quelling the revolution were well represented.

MR. SASTRI'S TRIP.
TO VISIT AUSTRALASIA AND CANADA.

DELHI, March 20th.
The Assembly sanctioned, with applause, a budget provision for defraying the expenses of a visit by Mr. Sastri, India's representative to the Washington Conference, to Australasia and Canada.

EARLIER CABLES.

PERSIAN OIL.

MEJLIS DISLIKES RECENT ARRANGEMENT.

ALMAHABAD, March 19th.
A message from Teheran states that, having learned that the £200,000 advance mentioned in the cable of the 13th inst. is not an unconditional loan unconnected with oil royalties, and believing it indicates that the Anglo-Persian Oil Co. and the Standard Oil Co. have reached an understanding, the Mejlis (Government) is unwilling to accept the money, which it is attempting to repay, though this is unlikely to be successful. A Cabinet crisis appears imminent.

GANDHI'S TRIAL.
NO DISAFFECTION TOWARDS THE KING.

LONDON, March 19th.
Particulars of Gandhi's trial received from Ahmedabad show that he pleaded guilty to all charges and assumed the blame for recent disorders, but said that if freed he would still play with fire. He disclaimed ill-will against officials or disaffection towards the King's person.

The Judge's speech was noteworthy for the high terms in which he spoke of the accused but he said he had committed a great offence against the State. He passed the same sentence as on the notorious agitator Tilak, namely, two years on each count.

Gandhi, replying, thanked the Court for its courtesy and expressed the opinion that the sentence was the lightest any Judge could inflict.

The crowd learnt of the sentence most calmly.

ANOTHER INDIAN SENTENCED.
AHMEDABAD, March 19th.

Shankar Lal Banker has been found guilty of a charge under the criminal code and sentenced to a year's simple imprisonment, and a fine of a thousand rupees or an additional six months' imprisonment.

PRINCE LEAVES FOR COLOMBO.
ENTHUSIASTIC FAREWELL AT KARACHI.

KARACHI, March 19th.
The Prince of Wales had the heartiest farewell on departing for Colombo, a perfect storm of cheering almost drowned the "Auld Lang Syne" from the massed bands. The Prince remained on the bridge waving to those on shore until the vessel had rounded the point.

SEIZURE OF VESSELS.
POLICY TO BE DISCONTINUED BY GREECE.

ATHENS, March 19th.
The Government has decided to release the Italian steamer *Abbatia* and its cargo, recently seized on the ground that they were contraband of war.

The Government is also replying to the French Note in regard to the seizure of French ships, undertaking not to molest French vessels in future.

DAVIS CUP.
PRELIMINARY ROUNDS TO BE PLAYED IN EUROPE.

NEW YORK, March 19th.
In order to extend interest in lawn tennis, the American Executive Committee recommends that the preliminary rounds of the Davis Cup be played as far as possible in Europe.

FIRE AT CONSTANTINOPLE.
CONSTANTINOPLE, March 19th.

Fire has destroyed the large new depots of the Standard Oil Company on the Bosphorus.

YAUMATI PAWNSHOP ROBBERY.
NEW ASSISTANT ADMITS NO-TURNAL VISITORS.

TWO MEN INDICTED AT THE SESSIONS.

A great deal of valuable jewellery was displayed in the Summary Court, yesterday morning, when 15 Chung and Ho Yee were indicted, before Mr. Justice Gumpert, for robbery, with an alternative charge of receiving.

Mr. A. Dyer Ball prosecuted for the Crown and Mr. Chou, instructed by Mr. F. X. d'Almeida, defended Ho Yee. Both prisoners pleaded not guilty.

The following were empanelled as a jury: Messrs. E. C. Bell, A. A. Bolton, W. H. B. Muskat, F. A. S. Loureiro, E. Grossman and G. A. E. Muscat.

Mr. Dyer Ball said that this was a pawnshop robbery of a somewhat important and serious nature. The robbery was said to have taken place at night, on February 13th, from the Yau Tai pawnshop at 230, Shanghai Street, Yaumati. In describing the incidents of the night, Mr. Dyer Ball said the Crown was of opinion that a newly engaged assistant in the pawnshop—Lai Nam Po—was in league with the robbers, admitted them to the premises and was the only one not bound up. The assistant entertained three nocturnal visitors to tea and cigarettes; they suddenly produced revolvers, intimidated the folk, kept them under guard all night and, with others of the gang who arrived later, went systematically through the valuables in the place and made a big haul. The prisoners were found afterwards in possession of a great quantity of jewellery, identified as having come from the pawnshop. The new assistant could not now be found or he would be in the dock too.

Evidence was then called.

The verdict will be given today.

ASSOCIATED CHAMBERS OF COMMERCE OF KWANGTUNG.
AN INAUGURAL MEETING.

There was inaugurated at Canton on Sunday an Association of the Chambers of Commerce of Kwangtung. The ceremony was attended by over 500 prominent men including officials, merchant and labour leaders. Among those present were Major Sun Fo, Che Chih, Chief Secretary to President Sun; Hsu Shao-chang, Chief of Staff to President Sun; Dr. Jameson, British Consul-General; Mr. A. H. Harris, Commissioner of Customs, Macao; The Yang-pak, Fung Chih-yau, Tang Tse-yu, Che Loung-mu and others. Mr. Lau Woon, President of the Association. A message of congratulation was read from Governor Chen Ching-ming and numerous congratulatory speeches were delivered. It is mentioned in the report that all the labour guilds of Hongkong and Macao sent messages of congratulation.

Dr. JAMESON, H.M. Cons. General, delivered a speech in which he interpreted into Chinese the mutual interests of Hongkong and Canton and expressed a hope that the Association would undertake to get rid of certain old practices which were obstacles to the prosperity of business in the provinces.

Mr. HARRIS, Commissioner of Customs, addressed the gathering in Mandarin.

Mr. CHE CHIH, President Sun's Chief Secretary, pointed out that some of the existing Chambers of Commerce of China were not established for the merchants but for the more wealthy ones—not for the purpose of promoting commerce and industry, but for the social purposes of a few. Mr. Che recommended to the officers of the Association that this organization must be made "democratic" so that every merchant throughout the province could have the same privilege of membership.

General Hsu Shao-chang said that the Association was proposed by President Sun Yat-sen at a banquet given to the prominent merchants of the city and the President is expecting that the one in Kwangtung will set a good example so that a similar merchants' institute will be organized in other provinces when the country is unified.

Mayor Sun Fo said there should be no division of the classes in regard to labour and capital in China. The Association of Chambers of Commerce will not only co-operate the development of industries but encourage good feelings between businessmen and workers.

BORN IN THE VICTORY.

Mrs. Mary Ann Carr, living with her son at Portsmouth, can claim the distinction of probably a unique one, of having been born in His Majesty's ship *Victory*, Nelson's flagship, which is now in dry dock at the port, and may possibly be retained in the shore berth owing to her condition, which is the subject of an Admiralty survey. When Mrs. Carr was born on November 26th, 1837, the *Victory* was lying at her moorings off Gosport. Her father was captain's cook, and with other of the more important servants, was allowed the privilege of having his wife aboard with him. Mrs. Carr remembers that in her childhood the officers used to play with her, and she believes the captain's name was Searle. She recollects seeing a man flogged, and recalls the pressgangs that were sent ashore to secure unwilling recruits for the Service.

OUR LONDON LETTER.
SIR HENRY MAY'S LAST YEARS IN SUFFOLK.

BRITISH OPINION ON THE PACIFIC CONFERENCE.

(FROM OUR OWN CORRESPONDENT.)

LONDON, February 9th.

THE WASHINGTON CONFERENCE.
You are in a better position than anybody on this side to estimate the value of the Washington Conference and the decisions which were taken there, but it may not be amiss to record how the matter strikes observers in London. The view generally held among politicians who are supposed to be able to gauge public opinion pretty accurately, is that what has been done ranks as one of the outstanding events of history; as an event that may be said to have opened a new era. In one sense, the proceedings now belong to the past. In another they are a hope for the future.

There are many competent judges of affairs who see the notion that you can stop wars and rumours of wars by agreement. National rivalries, they hold, are too intense, to permit of permanent understandings of this character. On the other hand, it is conceded that a beginning has been made in ending the international competition in armaments that has been for so many years a "bottle-neck" to war. The great naval Powers have renounced the custom of building capital ships according to competitive programmes, and have opened an epoch in which policy makes for peace, sanity, and confidence and does not pivot upon prospective war. This, certainly, is something gained.

It appeals to the imagination of the average man and woman here that the great Pacific area of the world has been marked out as a peace preserve by the common consent of Great Britain, the United States, France and Japan. The point is also noted that a most earnest attempt has been made to remove the problems of China and the Far East from the possible causes of recourse to the sword.

Again, Britain's part in the Conference has been worthy of her traditions; and the message from the Peking Government, received this week in London, expressing appreciation of Britain's part in the Conference as the true friend of China has given the liveliest satisfaction. Mr. Balfour's achievement is considered in the light of having given effect to the highest ideals of British statesmanship; and I have heard it remarked that if the present Government had no other claim to gratitude the honour that it was won at Washington would ensure for it lasting credit.

THE TROUBLE IN INDIA.

The unpalatable news which comes through from India as a direct outcome of the agitation carried on there, is a source of real anxiety in this country. Newspaper comment is restrained; and there is a feeling that information is kept back officially which the public have a right to know. There is also something more than a feeling—it amounts to a conviction—that too much rope is permitted the leaders of the agitation. Lord Northcliffe's recent cable asserting that the conditions prevailing are curiously like those that preceded the Mutiny in 1857 startled the whole country. It was reflected by a fall on the Stock Exchange. His statements have not been officially contradicted.

In Service circles and among old Indian Civil servants the authorities are blamed for not dealing with the disturbers of the peace in a drastic fashion. They would like to see Mr. Gandhi and his friends laid by the heels and either imprisoned or deported. If this were done it is considered that the trouble would vanish like smoke. A demand is also made for the removal from office of Mr. Montagu, since he is responsible for the recalled policy of conciliation in India, which is mistaken there for weakness. Mr. Montagu is a confirmed believer in Rome Rule, but those who know the country say to apply Home Rule to India is sheer lunacy. Neither there nor in Egypt are the natives sufficiently developed to understand the meaning of Democratic ideas; at least this is the considered opinion of people outside the charmed area who are responsible for the present policy.

SIR HENRY MAY.

Sir Francis Henry May, whose death took place this week at his residence, Clare Priory, in Suffolk, had led a very quiet life since he came home a few years ago from retiring from the position of Governor of Hongkong. Both Sir Henry and his wife, who was a daughter of the late General Sir George Digby Barker, interested themselves in local affairs, at Clare, where the latter was known to everybody, as her father had lived at the Priory for many years. They have been warm supporters of charities in this secluded corner of Suffolk, and identified themselves with the social life of the country. Only last year Sir Henry was appointed a Justice of the Peace, and used to sit on the local Bench, though his attendance was not regular, as his health was indifferent for some time before his death.

Sir Henry May was buried by his own wish on the top of a hill, near his residence, Clare Priory, Suffolk. The body was cremated, also in accordance with his expressed desire, and the ashes having been placed in an oak casket, were deposited in a grave that was dug near some ancient trees. The exact spot was near the sole remaining wall of what was once the keep of Clare Castle, the home of the Earls of Clare in past centuries. Near to the place of burial are also the remains of the bailey and the moat which surrounded the keep when it was maintained as a fortress. It is a wind-swept spot, approached by a narrow, winding path, no sleep; that only the morning could walk up it with difficulty, but after the funeral service the general public were enabled to visit the grave.

The immediate mourners were Lady May, widow; the Misses P. and I. May, daughters; General Sir Edward May, and Dr. May, brothers; Capt. and Mrs. De Fonblanque, son-in-law and daughter; Mr. Charles Dalton, nephew; Sir Norman Stubb, late of the Hongkong and Shanghai Bank at Hongkong; Admiral Sir Thomas Jerram, who was in command of the China Station from 1913 to 1915.

THE LONELIEST ISLAND.
It is curious to note that it has taken a whole year for a couple of voluntary exiles to secure a passage from London to Tristan da Cunha. They are the Rev. H. M. Rogers, a missionary-schoolmaster, and his wife who offered themselves for work in the island for three years. Since the beginning of 1931 they have been searching for a ship to take them out. Sir Ernest Shackleton was asked whether he could take them in the *Quest* and land them; but he politely declined. Now, through the good offices of the Union Castle line of steamers and the Onaka Shosen Kaisha line of Japan, the difficulty has been overcome. The former will carry them to the Cape, when the latter will give them a passage on a ship that will break her voyage from the Cape to the River Plate and put them ashore.

The sailing ships of other days used to call at Tristan da Cunha to replenish their larders with fresh vegetables and poultry; but steamers give this solitary strip of land a wide berth. The inhabitants are the descendants of three British soldiers and their wives who hung on there when the British garrison was withdrawn on the death of Napoleon. This garrison was intended to prevent the island from being made a base for possible schemes to rescue the Corsican from St. Helena. How any white people claiming to be civilised can cling to such a desolate spot, the loneliest in the world, is baffling to the normal intelligence. Perhaps Mr. and Mrs. Rogers will be able to discover the secret.

IN THE POLITICAL ARENA.

Talk of a General Election continues to occupy a great deal of attention. The idea of a "lightning" swoop on the electorate, in February had to be dropped; and speculation now centres on the point whether the appeal to the country will be made in the Spring or deferred till the Autumn. It all sounds very much like a game, with the great, wise and eminent ones who rule the roost from Downing Street as players, and the electorate as pawns or puppets. In this matter the last word rests with the Prime Minister, who has the right as a constitutional privilege to name the more or less unhappy day when the country must mark the ballot papers.

The Independent Liberals, or "Wee Frees," are growing in confidence. It is truly remarkable to note how the idea has taken hold of people in the last few weeks that the restoration of the old, traditional Liberal Party as a force in politics is absolutely essential to the well-being of the country. I think it may be attributed to the re-entry of Lord Grey of Faldoen into the arena. His recent speech on foreign policy, in which he accused the Government of opportunism, a lack of fixed principles in dealing with affairs, and no constructive programme at all seems to have lifted the discussion of affairs on to a higher plane.

LORD GREY'S POSITION.

Lord Grey occupies a position of authority in Europe which is unique. He is trusted both at home and abroad. There is a feeling that somehow the destinies of the nation would be quite safe in the hands of an Administration which had him in office. This is not only a tribute to his personal character, but a recognition of the fact that he could exert enormous influence in the speedy restoration of Europe upon which the revival of prosperity in Great Britain depends.

There is also the further point that the swing of the pendulum in favour of Liberalism of a robust type is helped by profound dissatisfaction with the Coalition, because so many fine promises have gone unfulfilled, and more especially because there has been no response for far to the demands for a lowering of taxation. With income-tax at six shillings in the pound four years after the end of the war, and the Chancellor of the Exchequer telling the country that even at this level it will only be possible to make ends meet during the next year or so, it is no wonder that public resentment is intense against those in charge of national affairs.

OUT OF THE WILDERNESS.

The Independent Liberals are saying they can contest 400 seats at the General Election. This may be so or not; it is interesting anyway as indicating a return of faith in themselves and their cause after sojourning for years in the arid wilderness of neglect. It is understood that Lord Cowdray, head of the great firm of contractors, Messrs. Pearson and Sons, Ltd., who used to sit for Colchester as Sir Weismann Pearson, has subscribed a sum running into six figures to the Independents' war-chest, with a promise of more to follow if it is required.

The chief pre-occupation of the Party is the leadership. Mr. Asquith would not mind retiring from the position, but this would have a bad effect on the eve of election; and Lord Grey, whose name is mentioned as being in the direct line of succession by reason of his position and attainments, is not at all anxious for the job. He hates the rough and tumble of the political scrimmage in which a leader of a party lives, and also, he is not by temperament or training the man, as Mr. Asquith would phrase it, to "carry a banner."

LABOUR UNDER A CLOUD.

Opinion in the country appears to be decidedly antagonistic to the Labour Party in these days when the subject of the General Election is mentioned. The extremists who engineered the national strike of recent times have disgusted moderate men and women everywhere. The working-classes know now, if they did not know before, that the promises of a beautiful time with high wages for a few hours' work daily are incapable of fulfilment. The glib agitators are unable to deliver the goods.

CANTON AND MUKDEN.
DR. WU ON HIS MISSION TO MANCHURIA.

Dr. Wu Chao-chu, Vice-Minister for Foreign Affairs at Canton whose presence at Mukden has recently received attention in the Northern papers arrived in Shanghai, last week en route to Canton. Interviewed by a representative of the *North-China Daily News*, Dr. Wu stated—and he wished to make this quite clear—that his recent trip to Mukden was, in the first place, a return visit paid to General Chang Tso-lin, who had sent a delegate to President Sun Yat-sen, last month.

In view of the information hitherto coming to Canton regarding General Chang Tso-lin vis-a-vis of the Japanese, Dr. Wu said that he had agreeably surprised to find, while in Mukden, representative foreigners there expressing the opinion that the General had proved himself an excellent guardian of Chinese interests in Manchuria. Dr. Wu also said that there was absolutely no foundation for the rumour that he had accepted the position of a high adviser to General Chang Tso-lin nor for the suggestion that Canton had concluded an agreement with Mukden for a "division of the spoils." He was not sent to Mukden for loot.

NO MILITARY ALLIANCE.

He explained, in answer to a further question, that the Mukden delegate had made a communication to the Canton Government of far-reaching importance; and it was considered necessary to have the terms of this communication verified at a personal interview with General Chang Tso-lin. Dr. Wu, being a civilian, was selected to go to Mukden because it was desired to emphasize the fact that the object of his mission was not to arrange a mere military alliance, but to ascertain the possibility of an agreement that would be consistent with President Sun's policy of unifying China on the basis of the organic law of the land.

In other words, President Sun had and has no intention of forming any military alliance directed solely against a particular individual or party as such. His aim and object is the unification of China on the basis of the law defined in the existing Chinese Constitution. President Sun has been ready and willing to welcome any individual or party who agrees to co-operate with his Government in this sense. And if, Dr. Wu said, this policy appears to work against any individual Chinese militaryist, it is less the result of deliberate intention and purpose on the part of his Government than of the insistent demand of the Chinese nation and, for that matter, of the world for the political re-unification of the country and the establishment of an effective national government in China.

Dr. Wu, naturally, did not feel himself at liberty to discuss the result of his mission to Mukden. But in reply to a question, he said significantly that if General Wu Pei-fu genuinely desired the unification of China under a strong and enlightened Central Government, there was no one as present but himself who stood in the way of an immediate realization of this great purpose, at once desired of the nation and exceedingly urgent in the vital interests of his country.

THE OUTSTANDING FORCES.

Mr. Eugene Chen, in whose rooms at the Palace Hotel the interview took place, remarked in explanation that the forces which presently determined action in China might be classified as those of:

- (a) The Canton Government whose Chief Executive is President Sun Yat-sen, deriving power and authority from the South-west bloc of provinces;
- (b) General Chang Tso-lin at Mukden;
- (c) General Tuan Chi-jui whose men might be said to hold the mouths of the Yangtze; and
- (d) General Wu Pei-fu who was now the effective and real leader of the Chihli party.

Broadly speaking, Mr. Chen said, General Tuan Chi-jui and General Chang Tso-lin are not opposed to putting negatively to President Sun Yat-sen's policy of unification. And it is believed that they would not stand idle if General Wu Pei-fu should resist by force the transfer of President Sun Yat-sen's Government to the Wu-Han—Reunification. Mr. Chen added, "cannot be effected at Canton. It must be re-created at the centre where the Revolution gave birth and life to the Republic. That is the meaning of President Sun's advance to the historic line of the Yangtze."

"To deliver the goods." What the workers want before anything is regular employment, which their Labour friends are unable to provide; what they dread is the continued course of enforced idleness, for which the strike weapon that has been so freely and brutally used is in great part responsible.

Altogether, the political situation is full of interest. But while the party managers are preparing for the fray in the month or two, or later on in the year, the plain citizen is prone to cry "a plague upon them," because the uncertainty about the General Election is almost as disturbing to trade recovery as the excitement and turmoil of the actual struggle which upsets the country while it lasts.—E.B.

NOTICES TO CONSIGNEES

JAVA CHINA JAPAN LIJN.
S.S. "SAPAROKA".

CONSIGNEES of cargo from Netherlands India are hereby notified that their cargo which was overcarried to Shanghai by above ship will be brought to Hongkong by S.S. "TJISONDARI" due about the 1st April.

JAVA CHINA JAPAN LIJN.
Hongkong, 16th March, 1922. [628]

JAVA PACIFIC LIJN.
S.S. "TJISALAK".

CONSIGNEES of cargo from America are hereby informed that their cargo which was landed at Shanghai by above ship will be brought to Hongkong by S.S. "TJISONDARI" due on or about the 1st instant.

JAVA CHINA JAPAN LIJN.
Hongkong, 16th March, 1922. [630]

NOTICE TO CONSIGNEES.

THE Steamship "TRACIA".

CONSIGNEES of Cargo from Trieste, Venice, Port Said, Aden, Colombo & Penang per above mentioned steamer are hereby notified that a portion of the cargo overcarried to Shanghai owing to the recent strike at Hongkong has been returned to this Port per same steamer.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon wharf and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 10 a.m.

No Fire Insurance has been effected by Bills of Lading will be countersigned by DODWELL CO., LTD., Agents.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

FROM ROTTERDAM, HAMBURG, BREMEN AND GENOA.

NOTICE TO CONSIGNEES.

THE SS. "ROTTI".

Having arrived from the above ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd March, 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 21st March, at 10 a.m., by Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival, of steamer otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwriter in any case whatever.

Bills of Lading will be countersigned by JAYA CHINA JAPAN LIJN, General Agents.

Hongkong, 16th March, 1922. [626]

S.S. "CORDILLERE".

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE are hereby informed that the Steamer "CORDILLERE" is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Wednesday the 22nd inst., at 10 a.m.

No Fire Insurance has been effected.

R. BODENFUSER, Acting Agent.

Hongkong, 16th March, 1922. [631]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

THE M.V. "GLENOGLE".

Having arrived from the above ports, Consignees of cargo by her are hereby notified that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st March, 1922, at 5 p.m. will be subject to rent.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES are hereby notified that arrangements are being made to return the following cargo for Hongkong, discharged at Shanghai owing to the recent strike at sea.

From SHANGHAI ex "ARMAND BEHIC" per "AMAND BEHIC" due Hongkong 21st March.

R. BODENFUSER, Acting Agent.

Hongkong, 16th March, 1922. [619]

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES are hereby notified that arrangements are being made to return the following cargo for Hongkong, discharged at Saigon or Haiphong owing to the recent strike at sea.

From SAIGON ex "MAIRAN" per cargo-From SAIGON or HAIPHONG (boat due end of "CHIEF MECANICIEN MAILLOU") of March.

R. BODENFUSER, Acting Agent.

Hongkong, 16th March, 1922. [620]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship "KWAISANG".

Having arrived from the above ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined.

Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE MATHESON & CO., LTD., General Managers.

Hongkong, 16th March, 1922. [617]

"AMERICAN & ORIENTAL" LINE

S.S. "OCEAN MONARCH" & S.S. "NANERIO".

FROM NEW YORK ETC.

THE SS. "NANERIO" having arrived bringing forward also cargo ex S.S. "OCEAN MONARCH" landed at Shanghai owing to the strike, consignees of cargo by both steamers are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery from alongside.

Cargo impeding discharge will be delivered into lighters at Consignees risk and expense, owing to scarcity of space in the usual godowns.

All broken, chafed and damaged goods must be left on board for examination at a later date between Consignees and Agents representatives. Claims against the steamer must be presented within 14 days otherwise they will not be recognized.

No Insurance will be effected.

THE BANK LINE LTD. [639]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"GLAUCUS".

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godowns in and after 17th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godowns, and all Goods remaining undelivered after the 25th March, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th April, or they will not be recognized.

No Fire Insurance will be effected.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

BUTTERFIELD & SWIRE, Agents.

NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

S.S. "TJISONDARI".

CONSIGNEES of cargo from EUROPE are hereby informed that their cargo which was overcarried to Shanghai by above ship, will be brought to Hongkong by S.S. "TJISONDARI" due on or about the 24th inst.

JAYA CHINA JAPAN LIJN, General Agents.

Hongkong, 16th March, 1922. [628]

"AMERICAN & MANCHURIAN" LINE

S.S. "KABINGA" FROM NEW YORK, ETC.

THE above steamer having arrived, Consignees of cargo by her are hereby requested to send in their Bill of Lading for countersignature and to take immediate delivery from alongside.

Cargo impeding discharge will be delivered into lighters at Consignees risk and expense, owing to scarcity of space in the usual godowns.

All broken, chafed and damaged goods must be left on board for examination at a later date between Consignees and Agents representatives.

Claims against the steamer must be presented within 14 days otherwise they will not be recognized.

No Insurance will be effected.

THE BANK LINE LTD.

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship "VAN OVERSTRATEN".

Having arrived from the above Port, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 23rd Mar., 1922 will be subject to rent.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwriter in any case whatever.

Bills of Lading will be countersigned by JAYA CHINA JAPAN LIJN, Agents.

Hongkong, 17th March, 1922. [648]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENALDER".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 1st April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 18th March, 1922. [651]

THE BEN LINE STEAMERS LIMITED

S/S "BENVORLICH".

CONSIGNEES of Cargo from Antwerp, Middlesbrough, London and Straits Ports per the above mentioned steamer are hereby notified that all cargo, with the exception of Explosives and Heavy Lifts, has been brought forward from Singapore per S.S. "Benvorlich" and is now being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all cargo remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st April, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 16th March, 1922. [643]

SIR E. SHACKLETON.

CHARACTER SKETCH.

[BY PROFESSOR BARCLAY.]

The first impression produced by Sir Ernest Shackleton was one of exuberant vitality, of explosive energy, of inexhaustible animal spirits. To the outside world he appeared as the conquering hero, as the favourite of fortune, always breezy, always with a smile on his face, always ready with a joke. Looking at his bright, boyish countenance, one found it difficult to realize that there was a man who had suffered incredible hardship. It was even more difficult to realize that this bounding young Britisher had had more than his full share of the sorrows of life, and that there was a tragic background to this apparent success. Somehow no reverse could affect that vitality of his, no disappointment could damp his spirits. How often did I find him restless, pacing up and down the room like a lion in a cage, both excited and depressed harassed by anxiety, crushed by the burden of his responsibilities, struggling with the financial difficulties incurred in the course of his expeditions. After half an hour through the virtue of his mercurial resilient temperament, he had shaken off his worries. He would again be bubbling over with fun, telling his favourite stories in his own quaint way, and would launch out on some far-reaching and ambitious scheme. Shackleton was an incurable optimist. One could not persuade him that, however considerable his resources of energy, it might be possible to overtax them. His family and his friends would often discuss with him the prospects and chances of his last fateful expedition. They would remind him that when a builder has reached the age of 47 it is time for him to limit the horizon of his ambitions. He would brook no objections, and he would scorn our warnings. He knew he could do what he was setting out to do. He felt, as young men do, that he was right, and he would prove that he was wrong when one saw his enthusiasm, his unshakable faith?

A FASCINATING PERSONALITY. His superhuman energy would not have sufficed to make Shackleton into a leader of men. Behind that energy there was the fascination of his personality, his frank and open manner, his cheerful disposition, his fun and humour, his hatred of convention, his winning manner. But more than all these qualities there was in him the undeniably quality of magnetism. The young man must have a spell over all who approached him. Above all, he cast his spell over the men who followed him to the extreme ends of the earth. They might hesitate, they might grumble, but they always followed their leader. And let it be remembered that of all the tests of human devotion and loyalty an Antarctic expedition is perhaps the most severe and the most genuine. That those comrades year after year, again and again, would trust him with their lives, that they never wavered in their confidence and affection and respect, that they were ready to spend with him the long dreary, dark winters of the Pole, is not only a tribute to the "boss," it is the most incontrovertible proof of the sterling worth of the man.

To the heroism of Shackleton was added that which really makes the strong man, an indomitable will and a bulldog tenacity of purpose. For it has to be remembered that every one of his expeditions was a private enterprise. Only those who are intimately acquainted with the inner history of his expeditions knew the Herculean task involved in preparing them, knew his patience and perseverance in raising the funds, in recruiting the necessary enthusiasm, in overcoming the opposition of the few and the apathy of the many.

His intellectual powers were the more remarkable because he owed little to schooling, because he was essentially a self-educated man. His rare gifts of expression were revealed in the success of his numerous lecturing tours in two continents. His political capacity was shown in a striking extemporized campaign which is still remembered by the citizens of Dundee. His quick and ready wit made him into one of the most brilliant conversationalists of his day. I once took him to lunch with Mr. Bernard Shaw. It was a memorable afternoon. In their life history, in their temperament, in their outlook on life, these two men were poles apart. But both were Irishmen, both were Dublin men. Both were at once attracted by their elective affinities and the sardonic laughter of the dramatist, mixed with the merry peals of the young sailor. There followed a continuous fireworks of story and anecdote. Time.

WAITRESS'S HUGE "TIP." ENGLISH RANCHER'S GIFT. One of the largest "tips" on record has been received by a waitress in a railway restaurant at Council Bluffs, Iowa, from an English pioneer rancher of Western Nebraska who, before he sailed for England, sent a cheque for £2,500 and the deed to a thousand acres of Nebraska's best farming land to Miss Elizabeth Hill. The "tip" is the first the young woman has ever accepted, and was really inspired by her steadfast refusal to accept gratuities, on the ground that she believed that patrons were entitled to prompt and courteous service without the payment of an additional fee. "Old man Dexter," as the English rancher is known, was a frequent visitor to the restaurant on his trips to Chicago to sell cattle, and admired the young woman's independence and wanted to reward her, but she always smilingly refused. Last week Miss Hill received a letter from Mr. Dexter, enclosing the cheque and deed. "You deserve a better fate than working behind a restaurant counter," Mr. Dexter wrote, "because you are the only person who ever refused my tip. In Desperado I have a wife and a daughter buried. In memory of them and with my best wishes for the future I beg you to accept these remembrances." Miss Hill says that she must accept the gift because she does not know the address of the giver. Telegraph.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS, SUBJECT TO ALTERATION

HAIPHONG via HOIHOW ... "LOKSANG" ... Wednesday, 22nd March, 10 a.m.
BANGKOK via SWATOW ... "YATSHING" ... Wednesday, 22nd March, Noon.
STRAITS & CALCUTTA ... "KWAISANG" ... Wednesday, 22nd March, 3 p.m.
SANDAKAN ... "HINSANG" ... Friday, 24th March, Noon.
STRAITS & CALCUTTA ... "LAISANG" ... Saturday, 25th March, 3 p.m.
MANILA ... "YUENGSANG" ... Saturday, 25th March, 3 p.m.
SHANGHAI ... "KWONGSANG" ... Sunday, 26th March, 5 p.m.
BANGKOK ... "CHUNGSANG" ... Sunday, 26th March, 10 p.m.
TIENTSIN ... "WAISANG" ... Saturday, 25th March, Noon.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang, Singapore, returning from Calcutta, steamer proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze River via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 2,000 ton steamers "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken out through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labad Data.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chafu.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

S.S. "KWAISANG" will be despatched on or about Wednesday, 22nd Mar., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS AND DUTCH EAST INDIES

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 511.

GENERAL MANAGERS

Telephone No. 511.

Joint Service of Steamers.

U.K.-STRAITS. CHINA & JAPAN SERVICE

OUTWARDS.

Yours! Due Hongkong

M.V. "GLENAPP" ... 2nd May

S.S. "CARNARVONSHIRE" ... 14th April

HOMEWARDS.

Yours! Leaves Hongkong Discharges

M.V. "GLENARA" ... 5th Apr. GENOA, LONDON, ROTTERDAM, & HAMBURG.

M.V. "GLENABIFFE" ... 14th Apr. do

M.V. "GLENOGLE" ... 14th May. GENOA, LONDON, ANTWERP, HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., Antwerp.

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SHIPPING NEWS.

ARRIVALS.

March 19th.

Endeavour, American str., 1,730 tons, Capt. L. Lawrence, from Shanghai, with a general cargo.—Admiral Line.
Fouchou, British str., 1,225 tons, Capt. Andrews, from Canton, in ballast.—B. & S.

Haimun, British str., 641 tons, Capt. C. P. Page, from Hoihow, with a general cargo.—Po Shun S.S. Co.
Huich Jih, Chinese str., 3,885 tons, Capt. Baedon, from Swatow, with a general cargo.—Muller & Co.

Kain Yung Fat, Chinese str., 440 tons, Capt. O. Noronha, from Hoihow, with a general cargo.—Globe Nav. & Co.
Lake Faulk, American str., 1,600 tons, Capt. W. Bahr, from Singapore, with a general cargo.—P.M. S.S. Co.

Tsuri Maru, Japanese str., 481 tons, Capt. Kamakura, from Canton, in ballast.—M.B.K.
Toyoi Maru, Japanese str., 1,308 tons, Capt. R. Shirogane, from Chingwan-tao, with coal.—Doddwell & Co.

Tungshing, Chinese str., 798 tons, Capt. Copland, from Swatow, with a general cargo.—Yun Wo S.S. Co.

March 20th.

Amoy Maru, Japanese str., 3,738 tons, Capt. A. Takaya, from Moji, with a general cargo.—Toyo Kisen Kaisha.
Banca, British str., 1,550 tons, from Sandakan, with a general cargo.—MacKinnon, Blackie & Co.

Haiching, British str., 1,205 tons, Capt. J. S. Thomson, from Swatow, with a general cargo.—D. L. & Co.
Hanna, French str., 730 tons, Capt. F. Morvan, from Fort Bayard, with a general cargo.—Lapicque.

Hsin Chang, Chinese str., 1,235 tons, Capt. Newburgh, from Shanghai, with a general cargo.—C.M.S.N. Co.
Shan Jui, British str., 1,568 tons, Capt. M. Robinson, from Chingwan-tao, with coal.—Doddwell & Co.

Shangri, Chinese str., 1,105 tons, Capt. B. M. Yuska, from Chofu, with a general cargo.—Yun Tai Hong.
Shochoo, British str., 1,301 tons, Capt. E. Monkman, from Canton, with a general cargo.—B. & S.

Suiping, British str., 1,054 tons, Capt. W. Shano, from Shanghai, with a general cargo.—B. & S.
Tsunming, British str., 1,125 tons, Capt. S. O. Midford, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

March 20th.

Arafura, for Yokohama.
Endeavour, for Shanghai.
Haimun, for Ningpo.
Hsin Chang, for Canton.
Hydrangea, for Swatow.
Kaiyo Maru, for Swatow.
Kabunga, for Saigoh.
Kaiyung, for Hoihow.
Loongang, for Manila.
Luchow, for Canton.
Sanka Maru, for Hongkong.
Shochoo, for Shanghai.
Tsuri Maru, for Shanghai.
Tsunming, for Shanghai.
Tsushima, for Batavia.
Troilus, for Shanghai.

PASSENGERS.

ARRIVALS.

Per s.s. *Haiching*, on March 20th:—
 Mr. H. W. Hill, Mr. Dains, Dr. J. H. Gray, Mr. C. McOmie.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Tango Maru* (Australia line) left Nagasaki for Hongkong on March 18th, and is expected here on March 23rd.
 The N.Y.K. s.s. *Calcutta Maru* (Canton line) left Kobe for Hongkong on March 18th, and is expected here on March 23rd.

The s.s. *Telesina* (Blue Funnel line) left Singapore on March 10th for Hongkong, and is due here on the 24th inst.
 The s.s. *Tyndarus* (Blue Funnel line) left Kuchino on March 15th for Hongkong, and is due here on the 22nd inst.

The T.K.K. s.s. *Shogyo Maru* arrived at Yokohama on the 18th inst., and sailed 20th inst. for Honolulu and San Francisco.
 The Lloyd Triestino s.s. *Merano* (Doddwell & Co., Ltd. Agents), which sails from Shanghai on the 24th inst., is expected here on the 27th inst. and will sail for Trieste via ports about the 29th inst.

VESSELS EXPECTED.

Awa Maru (N.Y.K.), due March 21st.
City of Calcutta (Bank line), due April 1st.
Hakone Maru (N.Y.K.), due March 30th.
Japan (B.L.), due March 28th.
Kaiyung (P. & O.), due March 25th.
Kamo Maru (N.Y.K.), due March 25th.
Kendal Castle (Doddwell-Castle line), due early in April.
Mito Maru (N.Y.K.), due March 30th.
Peria Maru (T.K.K.), due March 22nd.
Platy (P. & O.), due April 6th.
Taiyo Maru (T.K.K.), due March 22nd.
Telesina (Blue Funnel), due March 22nd.
Wakasa Maru (N.Y.K.), due March 29th.
Wakasa Maru (N.Y.K.), due April 12th.

PALACE HOTEL.

Mr. & Mrs. Bramley & child.
 Mrs. T. Brown.
 Mr. W. S. Coff.
 Mr. A. R. P. Davis.
 Mrs. J. S. Hurley.
 Mr. W. Knight.
 Mr. E. Lang.
 Mr. E. A. Day.
 Mr. G. Leighton.
 Mr. McCarthy.
 Mrs. P. B. MacCaw.
 Mr. A. McDougall.
 Mr. J. J. Moss.
 Mr. & Mrs. J. H. Osberry.
 Capt. T. G. Purvis.
 Mr. Alexander Rae.
 Mr. D. E. Richard.
 Mr. T. Roger.
 Mrs. Russell.
 Mr. G. J. Thomson.
 Mr. F. C. Todd.

CANADIAN PACIFIC STEAMSHIPS LIMITED

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via Shanghai, Nagasaki ("Moji"), Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
<i>Empress Asia</i>	Mar. 28 April 10	<i>Empress Britain</i>	Apr. 22 Apr. 28
<i>Empress Russia</i>	Apr. 20 May 18	<i>Empress France</i>	May 16 May 23
<i>Montenegro</i>	May 18 May 25	<i>Empress Britain</i>	May 26 June 2
<i>Empress Japan</i>	May 4 May 25	<i>Montenim</i>	June 2 June 10
<i>Empress Asia</i>	May 18 June 5	<i>Empress France</i>	June 13 June 20
<i>Empress Canada</i>	June 1 June 19	<i>Empress Scotland</i>	June 27 July 4
<i>Empress Russia</i>	June 15 July 3	<i>Empress France</i>	July 11 July 18
<i>Empress Australia</i>	June 29 July 17	<i>Empress Scotland</i>	July 25 Aug. 1
<i>Empress Asia</i>	July 13 July 31	<i>Empress France</i>	Aug. 8 Aug. 15
<i>Empress Canada</i>	July 27 Aug. 14	<i>Empress Scotland</i>	Aug. 22 Aug. 29
<i>Empress Russia</i>	Aug. 10 Aug. 28	<i>Empress France</i>	Sept. 5 Sept. 12

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Genoa. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.

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s.s. "NANKIANG" s.s. "CHINA" s.s. "NILE"

May 30th at noon April 25th at noon April 4th at noon

Java Service

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Through Bills of Lading issued to all points in United States & Canada.

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N. Y. K.

SAILING SCHEDULE & INFORMATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

SUWA MARU (calling Manila) Saturday, 8th Apr., at 11 a.m.

(To be transhipped at Kobe into SEIDZUKA MARU)

FUSHIMI MARU Wednesday, 3rd May, at 11 a.m.

To be transhipped at Kobe into YOKOHAMA MARU

MARBELLES, LONDON & ANTWERP via Singapore, &c.

KAMO MARU Sunday, 26th Mar., at 11 a.m.

KATORI MARU Sunday, 26th Apr., at 11 a.m.

SAMBOURG, via LONDON & ROTTERDAM.

DARAR MARU Friday, 14th April, at 11 a.m.

LIVERPOOL via MARBELLES.

TOYOHASHI MARU First half of April.

SYDNEY & MELBOURNE via Sydney, &c.

TANGO MARU Thursday, 23rd Mar., at 11 a.m.

NIKKO MARU Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA.

MAYABASHI MARU Sunday, 9th Apr.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

KANAGAWA MARU Tuesday, 28th Mar.

BOMBAY via Singapore, Penang and Colombo.

AWA MARU Wednesday, 22nd Mar.

ALOUTIA via Singapore, Penang & Rangoon.

CALCUTTA MARU Monday, 27th Mar.

NAGASAKI KOBE & YOKOHAMA.

AKI MARU Friday, 14th April, at 11 a.m.

RANGHAI KOBE & YOKOHAMA.

BOSTON MARU Friday, 24th Mar.

WAKASA MARU Thursday, 20th Mar.

HAKONE MARU Friday, 31st Mar., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA

Telephone Nos. 232 & 233

K. H. KAMEI, Manager.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON for NEW YORK & BOSTON via Suez

s.s. "BOLTON CASTLE" ... sailing on or about 3rd April.

s.s. "KENDAL CASTLE" ... sailing on or about 17th April.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "PERSIA" ... sailing middle of April.

FOR BRINDISI, VENICE & TRIESTE

s.s. "MERANO" ... sailing on or about 29th March.

Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... sailing about the end of Apr.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Bearport" ... Leave Hongkong 8th April.

"Dowey" ... Leave Hongkong 10th April.

"West Prospect" ... Leave Hongkong 22nd May.

"West Prospect" ... Leave Hongkong 24th May.

"West Prospect" ... Leave Hongkong 11th June.

"West Prospect" ... Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOERABAYA, SAMARANG AND BATAVIA.

"Dewey" ... Due Hongkong 29th Mar.

"West Prospect" ... Leave Hongkong 31st Mar.

"West Prospect" ... Leave Hongkong 18th April.

"West Prospect" ... Leave Hongkong 20th April.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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HAMBURG-AMERIKA LINE.

MS "HAVELLAND"

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LOADING about 30th MARCH, 1922.

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—BETWEEN—

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Sailing from Hongkong.

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FOR KEELUNG via Swatow & Amoy

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Top Floor, King's Building Tel. No. 140.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

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WEEKLY PRESS, January to Jan.

1921 With Index, Price \$2.50.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

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CITY OF CALCUTTA 1st April... Shanghai, Kobe & Yokohama.

HOMEWARDS.

CITY OF SINGAPORE 25th March... Marseilles, London & Rotterdam & Hamburg.
CITY OF CALCUTTA 1st May...

Subject to change without notice.

For particulars of freight and passage rates apply to—

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MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.SHANGHAI, KOBE & YOKOHAMA... "AMAZON" 11,000 On or about 31st Mar.
"PORTHOS" 20,000 On or about 14th April.
MARSEILLES, via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID... "ANDRE LEBON" 12,000 On or about 22nd Mar.
"AMBOISE" 15,000 On or about 8th April.
"CORDILLERE" 11,000 On or about 17th April.

COMMERCIAL LINE

SHANGHAI & NORTH CHINA PORTS... "COM. RAMEL" 15,000 End of March

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK & ANTWERP. (ON APPLICATION)

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

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Arrivals and Departures from the Company's Wharf (near Black Pier).

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS:
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	5,024	29th Mar.	Marseilles, London & Antwerp
"SICILIA"	6,700	31st Mar.	Singapore, Colombo & Bombay
"NOVARA"	5,500	12th Apr.	Marseilles, London & Antwerp
"KALYAN"	5,587	26th Apr.	Marseilles, London & Antwerp
"PLASSY"	7,344	10th May	Singapore, Colombo & Bombay
"SICILIA"	6,700	12th May	Marseilles, London & Antwerp
"DONGOLA"	5,000	24th May	Singapore, Colombo & Bombay
"DETA"	5,100	7th June	Marseilles, London & Antwerp
"KHYBER"	5,000	21st June	Singapore, Colombo & Bombay
"SOUDAN"	7,000	1st July	Singapore, Colombo & Bombay

BRITISH INDIA APCAR SAILINGS

"TAKADA"	7,000	24th Mar.	Singapore, Penang & Rangoon (with transshipment at Singapore) and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	8th April	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"TORILLA"	5,200	18th Mar.	Shanghai and Japan.
"SICILIA"	6,700	20th Mar.	Shanghai only.
"ARAFURA"	6,000	20th Mar.	Yokohama direct.
"BANCA"	—	22nd Mar.	Amoy, Shanghai, Kobe & Yokohama.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the connecting steamer.
All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Class Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the service of their P. & O. Taktas Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
12, Des Voeux Road Central, HONGKONG Agents.

O. S. K.

SAILINGS FROM HONGKONG DIRECT TO ALTERNATIONS.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Penang.

ALTAI MARU Saturday 15th Apr.
BUENOS AIRES-BIO DE JANEIRO, SANTON, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
BURMA MARU Saturday 25th Mar.
DELI & RANGKOR via SAIGON & SINGAPORE
KIRI MARU Wednesday 1st April
CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.
Peking MARU Monday 27th Mar.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via and Return—Taking cargo to OVERLAND POINT U.S.A. & CANADA
ALABAMA MARU Wednesday 22nd Mar.
NEW YORK via PANAMA—Regular monthly service via Japan-Porto, San Francisco, Panama and Colon Ports.
AMUR MARU Monday 1st May
NEW ORLEANS LINE via SUEZ.
HAMBURG MARU Sunday 2nd Apr.
JAPAN PORTS—Kobe & Yokohama via Shanghai.
AMAZON MARU Friday 31st Mar.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
KAIYO MARU Monday 27th Mar.
TAKAO via SWATOW & AMOY Thursday 23rd Mar.
TOL. No. 1090. Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK
S.S. "GARIB PRINCE" 21st April
For Freight and full particulars apply to—
FURNES (FAR EAST) LIMITED
(Incorporated in Great Britain)
21, George's Buildings, Cannon Row, London E.C. 4C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
SHANGHAI	"FOOCHOW"	Today 9 p.m.
SHANGHAI	"SOOCHOW"	On 21st Mar. D.L.
PAKHOI & HAIPHONG	"KAIKONG"	On 21st Mar. 10 a.m.
WAIHAIWAI, CHEFOO & NEWCHWANG	"YUNNAN"	On 21st Mar. 4 p.m.
SHANGHAI	"CHUSAN"	On 21st Mar. 6 p.m.
SWATOW & FANGKOK	"LAEN RAMUD"	On 22nd Mar. 10 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 22nd Mar. 4 p.m.
CHEFOO & TIENSTIN	"WUET"	On 22nd Mar. 6 p.m.
AMOY, SWATOW & SINGAPORE	"LINAN"	On 23rd Mar. 10 a.m.
TSINGTAO	"HUNAN"	On 23rd Mar. 4 p.m.
SWATOW & HANGKOK	"KWEIYANG"	On 24th Mar. 10 a.m.
SHANGHAI	"LUCHOW"	On 24th Mar. 4 p.m.

These dates cannot be relied on.
SHANGHAI LINE—PASSENGER, MAILS AND CARGO.
Steamers—Saloon accommodation—cabinage—Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

HANGKOK LINE—Weekly service to and from Bangkok via Swatow.

Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE JAPAN SEA, JAPAN & HONOLULU.

STEAMERS	TONS	Call at Dairen & omit Shanghai	LEAVE HONGKONG
PERIA MARU	9,000	Call at Keelung	Mar. 31st
TAIYO MARU	12,000	Call at Keelung	Apr. 4th
SIBERIA MARU	14,000	Call at Keelung	Apr. 24th
TAIYO MARU	12,000	Call at Keelung	May 1st
KOREA MARU	14,000	Call at Keelung	May 13th
SHINYO MARU	14,000	Call at Keelung	May 29th

For full information regarding passage, freight and sailings, apply to—

Y. TEUTEUML, Manager.

Kings Building. Tel. No. 274 & 75

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILLO SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

ANYO MARU 12,000 tons April 1st

REIYO MARU 14,000 tons May 1st

RAKUTO MARU 14,000 tons May 22nd

For full information regarding passage, freight and sailings, apply to—

Y. TEUTEUML, Manager.

Kings Building. Tel. No. 274 & 75

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passenger

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KORE, YOKOHAMA, AND HONOLULU

S.S. "HOCHER STATE" 12,000 tons April 1st

S.S. "GOLDEN STATE" 14,000 tons May 4th

HONGKONG-CALCUTTA SERVICE

CALCUTTA VIA SINGAPORE, PENANG AND RANGKON

LAKE GITANG 12,000 tons May 22nd, noon

S.S. "JACOB" 12,000 tons March 17th

TAMPA INTER-OCEAN S.S. CO.

Freight only.

Monthly Sailings.

HONGKONG, MANILA, HONOLULU, GALVESTON, NEW ORLEANS, MOBILE, HAVANA, MATANZAS, BALTIMORE, NORFOLK, PHILADELPHIA, NEW YORK, BOSTON.

S.S. "WEST IRB" 12,000 tons May 5th

S.S. "HANOVER" 14,000 tons May 17th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Managing Agent, U.S. Shipping Board Emergency Fleet Corporation.

Cable Address "BOLANO", Union Building, Hongkong.

Telephone 141.

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Telephone 141.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, FAMABANG, SOURABAYA.

"MACASSAR MARU" sailing on or about 25th Mar.

"SAMARANG MARU" sailing on or about 15th April

For MOJL KCSB and YOKOHAMA.

"BORNEO MARU" sailing on or about 28th Mar.

"CHERIBON MARU" sailing on or about 21st April

For further particulars please apply to—

K. SUZUKI, Manager.

2nd Floor, Princes Building.

Telephone 2206.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamers: Sydney & Melbourne via Port for Hongkong for Australia

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Provisions, etc., and has excellent accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Radio and Yarn. Cargo booked through all Agents, New Zealand & Fremantle Ports. Freight and passage apply to— BUTTERFIELD & SWIRE Agents.

